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SECTION DELTA
This operation is being carried out by the barge 'Fiona' and will now continue into February.
The vessel employed frequently lays to two anchors, the cables of which extend 550 metres up current from the vessel. A wide berth is requested.
I Alexander Shaw of 57a Harbour Buildings, Portavogie, Co. Down, Ireland hereby correct the proposal to change a ship's name notice which appeared in this newspaper on 7th April. The present name of the vessel should have read 'IAN OG' and not 'IAN OG'.

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CALEY FISHERIES (PETERHEAD) LTD.
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Marr appeals against Faroe nets mesh fine **HOW EASY SHOULD TEST BE?**

A £1,900 fine has been imposed by a Faroese court on the skipper of the Aberdeen trawler *Glen Urquhart* for a breach of net regulations. The cod end was confiscated.

The vessel's owner, J. Marr (Aberdeen) Ltd., is to appeal in the Faroese High Court against the conviction.

Skipper Sandy Brown had been taken into Thorshaven last weekend by a Faroese fisheries protection boat.

Marr's appeal is on the literal interpretation of mesh regulations by the Faroese court.

A spokesman for the owners said they understood that the gauge should pass through the mesh "easily" when attached to a ten pound weight.

Andrew Marr, managing director of J. Marr (Aberdeen), said that the question of the word "easily" took up a considerable amount of the court's time.

He added that it was hoped the Faroese would release part of the net in question so

that, when the vessel returned to Aberdeen, there would be an opportunity to have the net tested by the Department of Agriculture and Fisheries.

Considerable efforts were made to ensure that the trawler's net conformed to the new Faroese laws before she left Aberdeen.

Particular emphasis is placed on mesh sizes below every Aberdeen trawler leaves for the middle water grounds.

Officials of the Aberdeen Fishing Vessel Owners' Association could not comment on the case until they had heard the full facts from the vessel's owner.



Sandy Brown — skipper of Marr's *Glen Urquhart*.

Grimsby records tumble

TWO MORE Grimsby grossing records tumbled last week.

Skipper George Ireland — back in Lindsey Trawlers' *Loveden* after missing two trips — pushed the port earnings record for trawlers in the 100 to 110-ft. category to a new high of £13,774 after a 14-day North Sea trip.

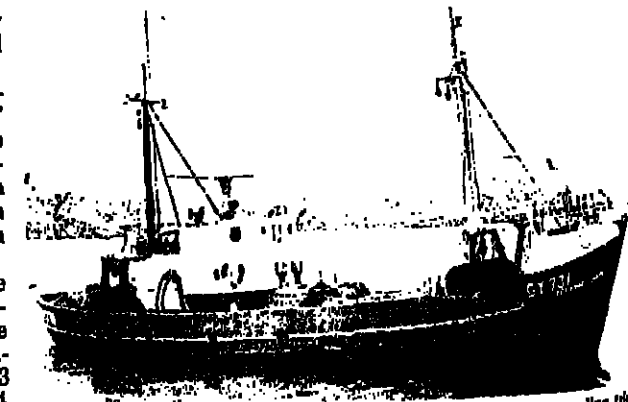
It was the third time Skipper Ireland in the 106-footer had improved on the old standard. His 388-kilowatt turn-out this time included 123 kits of quality large cod, 224 of plaice from chate to large, 17 of dabs and ten of prime.

Twenty-four hours after the *Loveden* record, Skipper Michael Zeebroek in the pocket trawler *Yolande-Anne* snatched *Victory's* inshore trawling record on April 26 with a new high of £8,220.

Using a Cosalt Concord box trawl 'yo-yo', which is now owned and agent by Thomas Hamling's Grimsby subsidiary, landed 215 kits (mostly big cod) after an 11-day trip which began off the Lincolnshire coast and ended up N-NE of the Humber.

It is thought to be the first time a Grimsby trawler with an engine below 200 hp has made this sort of money single-boat fishing.

The 'yo-yo' record, which delighted the owners, included a single haul of 70 kits.



Yolande-Anne made Grimsby's best-ever inshore trawling trip with skipper Michael Zeebroek (below).



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TRAWLERS COMING OUT OF MOTHBALLS

HOPES ARE high on Humberside that several distant water wet fish trawlers which have been laid-up since before last Christmas may get back to sea this month to fish Bear Island.

Already BUT at Hull has got *Lord St. Vincent* ready for the 4,000-mile round trip inside the Arctic circle and other Hull freshers could follow. In Grimsby BUT's *Vianova*, *Lord Jellicoe* and *Northern Reward* may also come out of moth-balls for Bear Island/Spitzbergen trips.

A BUT spokesman at Grimsby told *Fishing News* last week: "There is a possibility that we will be getting some, if not all three, back most probably at Bear

Island during the next month.

"That is what we are aiming to do, but it is not necessarily definite — we are cautiously optimistic."

With each trawler crewing some 20 men, such a move would be welcomed by Humberside's queues of unemployed fishermen.

Bear Island and Spitzbergen are the only distant water grounds, except for a closed zone, which are not under licence or subject to

Preparing for the Arctic

Norwegians exercise the right to control vessels there.

Under these arrangements skippers must report their catches daily and trawler owners are not allowed to put in more fishing effort than they have done in previous years.

This effectively prevents a major assault on Bear Island/Spitzbergen by Humberside freshers presently laid-up with nowhere to fish.

normal quota fishing. However, these desolate waters are subject to Svalbard legislation and the

Bear Island fishing at this time of year can be a chancy business, especially after a cold winter when the seas can remain badly iced right through May.

A spokesman for a rival trawler owning concern said he felt BUT was taking "a hell of a big risk."

It would seem this uncertainty is a major reason why BUT has decided to operate its smaller, more economical, distant water trawlers if the trips go ahead.

Unfortunately the future for the really big wet fish freshers remains no brighter.

At Grimsby, it is understood, there are still only 13 north-east Arctic quota licences available.

The Boston Group and Consolidated Fisheries are presently running four wet fishers each and BUT has to spread five licences amongst its six-strong freezer fleet.

The firm was only able to put *Northern Gift* back on to the Norway Coast recently because the freezer *Invisible* is undergoing generator repairs.

Now the position has been made more difficult by *Goth* returning from the south-west mackerel season. This freezer is presently being overhauled but, eventually, BUT may be forced to adopt a new fishing role, or switch grounds for at least one freezer, to comply with the current distant water fishing restrictions.

MILFORD Haven had only two landings of note last week — but both brought excellent grossings.

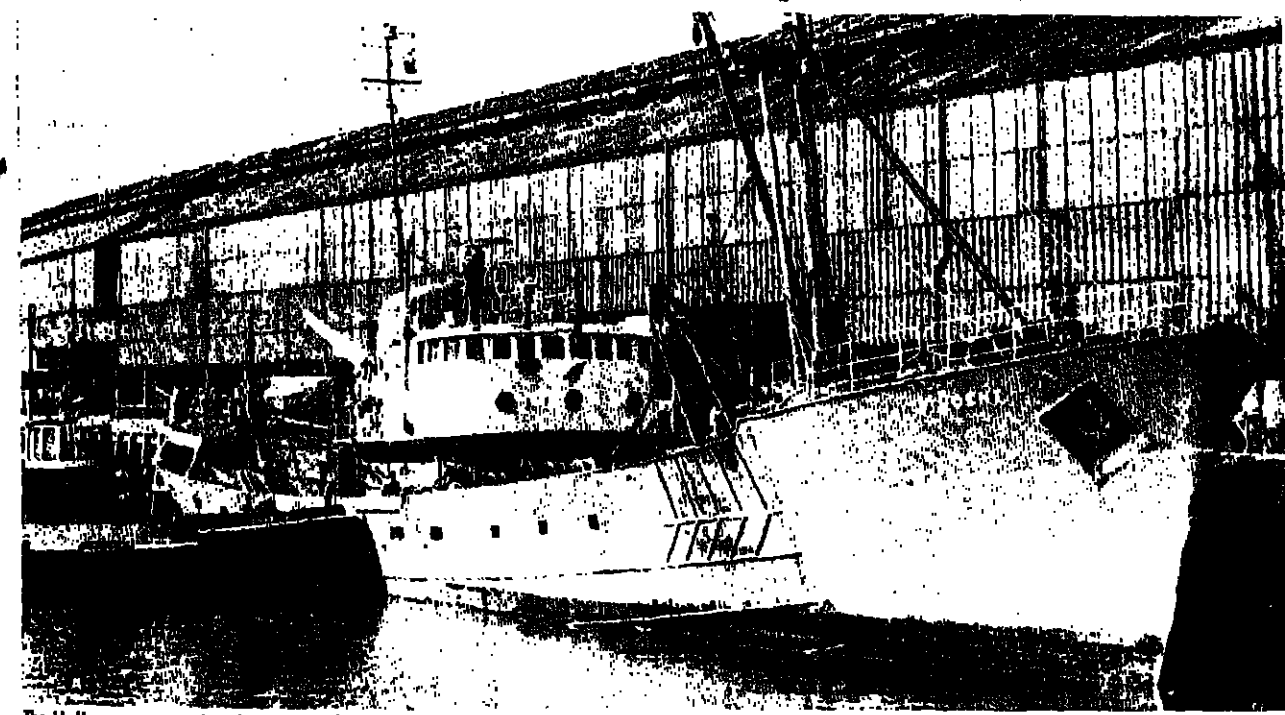
Top ship was *Platon Sea Eagle*, commanded by Skipper Robert Foster, which struck a rich seam of cod before returning to port with a total of 235 kits which sold for £8,308.

Included in the catch were five kits of haddock, 110 of cod, 30 of whittings, 25 of plaice, three of turbot and brill and three of soles.

Roker

She was followed closely by *Norrad Star*, commanded by Skipper John Rogers, which had a similar catch from the same area. She landed 253 kits, including 110 of cod, 25 of whittings, five of turbot and brill, 20 of plaice and five of soles. The haul sold for £5,912.

It was a good week for merchants dealing in cod but roker buyers had only just 10 kits of the variety to bid for.



The Hull motor trawler *Lord St. Vincent* is expected to be the first of BUT's distant water trawlers going to fish Bear Island.

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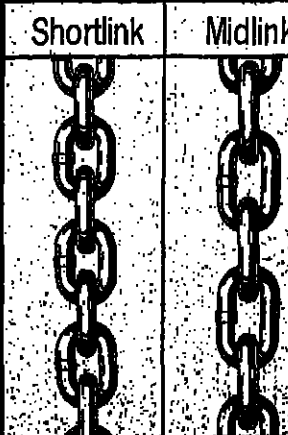
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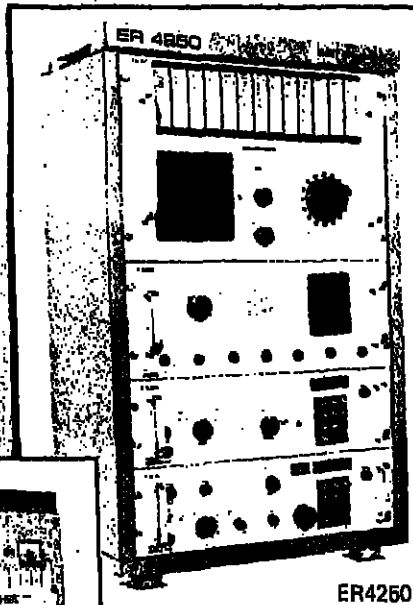
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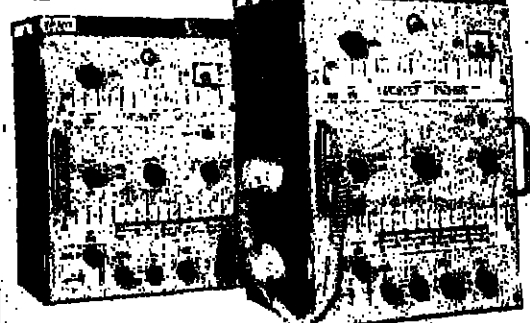
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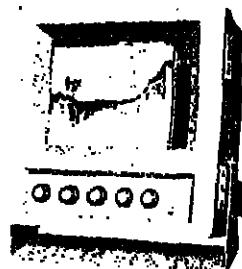
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15 MINUTES IN THE NORTH SEA Pocket of air saves non-swimmer, 63



Johnny James — miraculously escape for a non-swimmer.

A 63-YEAR-OLD inshore share fisherman was described as 'the luckiest man alive' after surviving almost 15 minutes adrift in the North Sea last week. He is a non-swimmer.

Johnny James was returning to Grimsby on the inshore fishing vessel *Lead Us* when he accidentally fell into the sea. Mr. James believed he kept afloat because of a pocket of air trapped across his chest and shoulders by his fisherman's work suit.

The rescue was hampered by misty fog, but Skipper

Jackie Mountain did not lose contact with Mr. James and he eventually managed to grab a rope and was hauled back on to *Lead Us*. Two days later, on April 26, 65-year-old Albert Barker was swept overboard from the new Grimsby section tug *Jon-*

ny. At the time *Jonny* was assisting a Norwegian cargo vessel to leave Grimsby.

Skipper Bernard Hunday of Cleethorpes dived in fully clothed and rescued Mr. Barker, but he was found to be dead on arrival at Grimsby General Hospital.

Now he likes smokies

TELEVISION actor Harry Towb has made his peace with Arbroath's angry fishermen and merchants. He visited the Scottish town last week to sample the famous smokies he made fun of in a beer advertisement.

In the TV advert and in

'Deejay' joins the fleet

THE 56FT. *Deejay*, owned by David Rainford, chairman of the Fleetwood Inshore Fishermen's Association, and Skipper John Cowell, has arrived at Fleetwood.

The vessel was built at Macduff and has been working out of that port before coming to Fleetwood. She is powered by a 230hp Gardner diesel.

Her arrival takes the sting out of a Western and Lancashire Sea Fisheries Joint Committee report that the port's inshore fleet of vessels from 45 to 80ft. dropped by nine vessels in the last three months of last year. The total for the under 45ft. section was down by six.

Job drive at Fleetwood

AN 'astounding' response to a recruitment drive at Fleetwood by Lowestoft's Colne Fishing Co. has been reported by the local Job Centre.

George Cooper, trawler manager for Colne, said the firm had interviewed about 45 men and would probably hire half of them.

There are already many Fleetwood fishermen working out of the east coast port. Some are fishing and others are on oil rig standby vessels. Many of those are owned by the Colne company which is the largest at the east coast port.

Blockade by 400 vessels

A FLEET of 400 Danish fishing boats were reported to be blockading the port of Bornholm this week.

Feelings against the Danish Government were running high after it had restricted boats to two days fishing a month in the Baltic.

These measures were taken when it was found that the cod quota was running out fast.

MP BACKS INSHORE MEN IN TAX PLEA

WINNIE EWING, MP for Moray and Nairn, is taking up the right of fishermen for early retirement relief on special gains.

She has pledged her support to the Scottish Fishermen's Federation, which raised the matter with the Chancellor of the Exchequer last month.

The Chancellor's first reaction was that to make a special case for fishermen would open the door to other "groups of businessmen."

Mrs. Ewing has written to the Chancellor pointing out that the life of a fisherman is not the life of an ordinary businessman.

Mrs. Ewing has asked the Chancellor what classes of businessmen could be compared with inshore fishermen. She has also pointed out that the Inland Revenue's Superannuation Funds Office has indicated that, when dealing with retirement annuities for inshore fishermen, it was prepared to accept a retirement age of 55.

She was piped into the water by some pipers of the local pipe band which played on Paul McCartney's Wings group hit recording of Mull of Kintyre.

It was four years ago to the

MACKEREL PRICE PLAN 'A MUST'—BUYERS

"A MINIMUM price structure for mackerel must be reached speedily between buyers and fishermen if UK exporters are to strengthen their hold on overseas markets."

This view has been put forward by Alan Bolt, chairman of the Herring Buyers' Association.

Mr. Bolt, acting as a spokesman for buyers, said that they would be able to sell for human consumption virtually everything the fishermen caught this year — but only if the right kind of price agreement is reached.

All the major mackerel fishing nations are trying to capture the same markets, and the UK has to be at the competition.

There is due to be another meeting with fishermen's representatives today (May 12) when prices will be discussed further.

The potential for UK human consumption sales this year is considerably greater in weight terms. Mr. Bolt added that an agreement had to be reached between

the buyers and fishermen at the meeting, because exporters had to conclude deals very soon.

Both sides had already thrashed out a number of problems at an earlier meeting. These included landing and fishing weeks. However, the minimum price problem needed more time.

As long as fishermen do not put their price structure too high there was a tremendous potential of the mackerel fisheries, according to buyers.

The first mackerel to be seen at Aberdeen fish market this year was landed this week by the Aberdeen trawler *Granplan King*. She turned out a 100-box catch averaging 28.50 a box.

Skipper's bigger Kestrel

ANOTHER Campbeltown 85 steel seiner-boat trawler has been launched at Campbeltown Shipyard, Campbeltown, Argyll, for a top skipper.

She has been named *Kestrel* by Margaret, the daughter of Skipper Ian Sutherland of Hopeman who owns the vessel in partnership with Alistair Jack.

She was piped into the water by some pipers of the local pipe band which played on Paul McCartney's Wings group hit recording of Mull of Kintyre.

It was four years ago to the

day that Campbeltown Shipyard launched the first *Kestrel* for Skipper Sutherland, an 80-footer.

In 1976 Skipper Sutherland's *Kestrel* was the top seine net boat in Scotland and, in 1977, he had the third top boat — an achievement surpassed only by two other

Campbeltown-built boats. With a standard Campbeltown 85 hull, the vessel's principal dimensions are: length overall, 28m; length BP, 23.35m; breadth moulded, 7.2m; and depth moulded, 3.65m.

Features of her new layout include rope reels at the after

side of the main deck casing and a three-quarter shelterdeck so that the crew is under cover when working.

Kestrel is powered by a Mirreless Blackstone ES18MGR main engine developing 600hp at 750 rpm, with a 24:1 reduction gearbox. Her auxiliary is a Gardner 6LXB.

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REPORT No. 57138
Results of Test of sample, described as length of Seine Net Rope, received 6th April 1978, from: Airedale Rope Co. Ltd., Leeds.
Remarks: The rope broke clear of the grips.
Text No. Maximum load 3680 Pounds
W221
Particulars stated by sender: "Airco" Seine Net Rope, 2 1/2" circ., supplied by Tom Sleigh (Fish Salesman) Ltd., Grimsby. Taken from a Danish fishing vessel, Skipper Mr. Poul Sorensen, after 2 years use."

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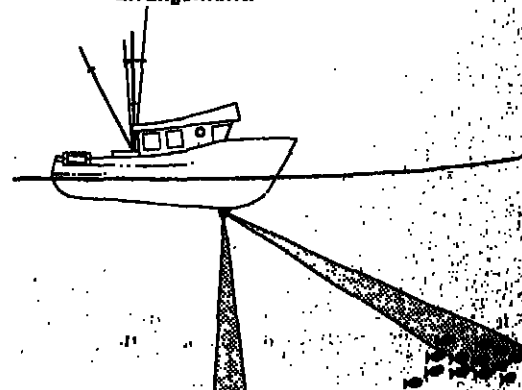
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ROPE TAKES TWO YEARS OF STRAIN

TWO 120-FATHOM lengths of 2 1/2 in. diameter synthetic anchor-seiner rope has just been exchanged after two years of continuous fishing without failure on the top Grimsby anchor seiner *Dorby*.

A section of the rope, of tri- maintain a level of strength stranded, lead-weighted which remains unaltered the rest of their useful lives. construction, has been tested and certificated for tensile strength by the Sheffield Testing Works Ltd. — and it only broke when a load of 5,080 lb. (1.8 tons) was applied.

Robert A. Norfolk, managing director of the Airedale Rope Co. of Bramley, Leeds, which supplied the rope under the Airco brand name, said *Fishing News* he was far as afield as Canada.

The company specially produces the "Airco" range of ropes to meet the needs of all fishermen, from the lightest synthetics used in the inshore industry up to the 2 1/2 in. seine rope popular with Scottish fly-shooters.

The firm claims that, after the initial loss of some strength due to abrasion which afflicts all makes of synthetic rope during the first two months' use, Airco ropes

maintain a level of strength which remains unaltered the rest of their useful lives. Skipper-owner Paul Sorensen's *Dorby* is one of Grimsby's hardest working vessels and last month all but broke the port record, in reality foul weather, with a catch of 270 kits.

The Bramley-based family firm has recently installed new equipment to cope with fishing rope orders which have been coming in from as far as Canada.

It introduced one of the first synthetic seine ropes with a lead core back in 1963 for trial by Skipper Frode Jensen in Obelisk.

Shortly afterwards Airedale moved on to polypropylene monofilament and these have proved an outstanding success.

"Airco" ropes supplied to the Grimsby fishing fleet are handled by Tom Sleigh (F.S.) Ltd., the sole agents for Airedale at Grimsby.

FN: It looks as though the dispute between the UK and the rest of the EEC on the future of the common fisheries policy is moving towards a compromise based on a quota system. What problems do you foresee?

AP: The basic weakness of any solution of the CFP dispute, which fails to give exclusive authority to the coastal state, is that sooner or later someone will break the rules.

In a quota system without coastal state control an EEC member state, under pressure from its own fishermen, will reason that it has little or nothing to lose from going over the quota, provided other states continue to observe it.

In aggregate the total allowable catch will not be exceeded by much more because others will stick to their quotas, so the future of the stocks will not be threatened and, at the same time, the member state's fishing fleets will be preserved intact.

But, of course, this is the beginning of the breakdown of the system because other states will not be willing to be taken for a ride by the undisciplined countries and they, too, will loosen the reins on their fishermen.

The outcome is predictable

'FN' talks to the new NFFO chief executive

— a general breakdown of the quota system, TAC's exceeded and everyone's livelihood threatened. We have already seen it happen many times before under the old NEAFC system.

FN: How should the weakness be tackled?

AP: The coastal state must be given exclusive control over the waters within its fishery limits out to 200 miles or the median line.

The coastal state has a long term and direct interest in conserving stocks for the benefit of its own industry. It must, therefore, control its own fishermen and any foreign fishing activity with this in mind. For example, it would be inconceivable for the Norwegians to permit the overfishing of the Arcto-Norwegian cod now it is within their power to prevent it. Similarly, no UK government with exclusive control over the North Sea herring would have allowed the disaster of its overfishing to have happened on the scale it has.

FN: Do you think the industry should stick to its policy of pressing for a 50-mile exclusive limit?

AP: Yes! Whatever the outcome of the current negotiations, the long term aim of the British fishing industry must be a widening and strengthening of the coastal state control. Policies designed to achieve this and must be pressed not only for the current generation of fishermen, but also for future generations.

No one should be under any illusions about not being threatened by the CFP in its

present form. Even the smallest cods fishing are at risk from the CFP as it now stands, for it will permit foreign fishing up to the beaches in the 1980s.

FN: Most people seem to accept the need for the contraction of fishing effort and the licensing of vessels is usually the means of doing this. What are your views?

AP: I think we have to be very careful about accepting the need for further contraction for several reasons.

First, we do not yet know the outcome of the CFP negotiations. We want a fleet sufficiently large to take advantage of whatever is available and we certainly do not want to contract in advance of any agreement.

Second, I would rather see fishermen employed, even if restricted, than out of work altogether. With proper conservation the stocks will revive and this will, we hope, ease the problem in a few years.

Third, the section of the fleet represented by the NFFO, the English shore fishermen, operate vessels which can hardly be described as destructive and the disappearance of a proportion of these boats would make a negligible contribution to the revival of stocks.

Finally, the burden of dislocation and decline on the British industry as a whole has already been exceptionally severe over the last few years and it is time other countries took on a greater share of the load.

FN: The renegotiation of the CFP is clearly the most important issue facing the industry at the moment. What other problems are there?

AP: Most of the difficulties facing the industry follow from the dislocation caused by changes in the Law of the Sea and the CFP. The problem of docks is particularly troubling.

Share fishermen at Grimsby and Fleetwood, for example, have been hit very hard indeed by the disproportionate increases in dock and landing dues resulting in part from the decline in the deep-sea fleets and, consequently, their contribution to the costs of running the ports.

Quota management is another difficulty, made worse by the growing pressure on home water stocks from capacity prevented from operating elsewhere.

On other conservation measures there is a wide consensus throughout the British industry. The problem here is to persuade the Government to implement them.

In the midst of all the battle on the catching side, we should not lose sight of the marketing problems. The marketing side of the CFP is supposed to offer some protection to fishermen who have often suffered severely at the hands of weak markets. The system must be made to work effectively.

FN: The NFFO has grown rapidly since its inaugural meeting a year ago. What do you attribute this to?

AP: The fishing industry — along with most other industries in developed economies — is increasingly enmeshed in government regulations of one kind or another. Many fishermen

have realised that, without strong independent representation, their interests are in danger of being overlooked when regulations or legislation are considered.

On their side, ministers and officials have at last begun to realise that they cannot operate effectively without consulting the industry.

The NFFO is the means by which the English inshore industry can transmit to

ministers, MPs and civil servants the views of its members loud and clear. Those who have joined are convinced of their need for their own organisation to take up issues on their behalf whenever their interests need defending or advancing.

In its first year the NFFO has established itself with Government and has made an impressive contribution to

pressure on the Council of Ministers.

FN: Your office is now in Grimsby. Why did you choose this location?

AP: The NFFO has not yet made a final decision on where its headquarters should be. An office and facilities were available for us in Grimsby so we have taken advantage of them. The long term location, however, is for the organisation to determine.

FN: In conclusion, what do you do before this post?

AP: After graduating in 1970 I went to work with the WFA as an economist and then, at the beginning of 1974, I took up an appointment in Hull as BFF economist and PFO secretary, which later developed to become Secretary of the British Fishing Federation as well. In February of this year I left the BFF to take up the NFFO post.

A breakthrough in video processing

With ordinary radar there are six fundamental problems that can hinder the interpretation of a radar picture — **Sea clutter**, which can best be dealt with by manual adjustment of the sea clutter controls; **Rain clutter**, dealt with by manual adjustment of 'rain' and 'sea clutter' and 'gain' controls. (These controls require constant skilled adjustment, sometimes over long periods, and provide at best a compromise solution.) **Radar interference** from other ships and **receiver noise** from own ship also worsen the picture. **Weak echoes** are hard to pick out and **small echoes** even harder to see at long range.

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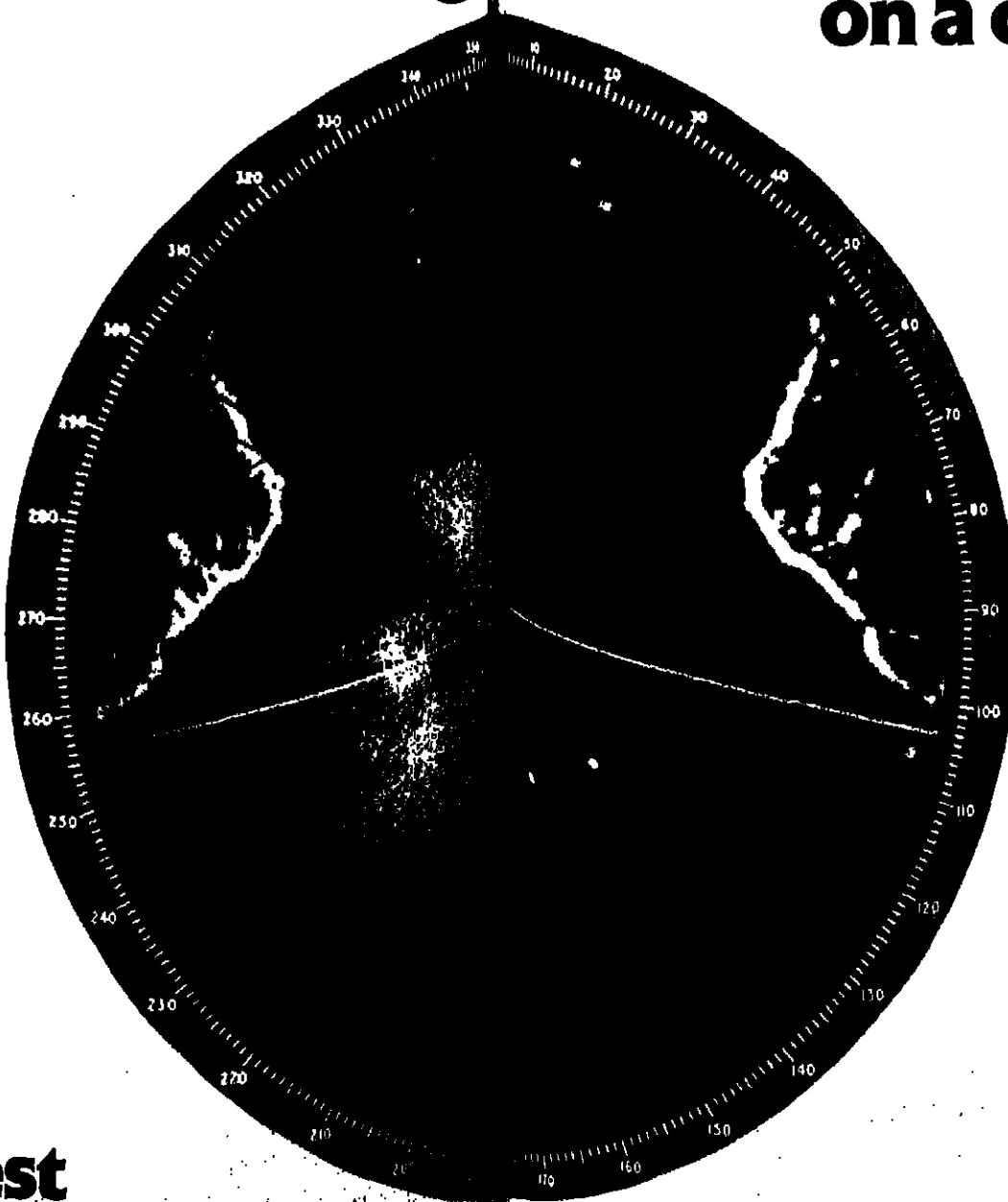
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Insulation — don't get it wrong

SINCE I described some ways of insulating fishrooms and engine spaces on March 24, I have received an enlightening letter from Mr. C. J. MacLeod of Bearsden, near Glasgow.

Although a mining engineer he says he is an avid reader of *Fishing News* because, whenever he can get away from his hectic duties, he goes fishing.

It is his hope that, if his information saves fishermen from suffering from the effects of fire and toxic fumes, he will be forgiven for setting his pots off the west coast of Skye! Here is the gist of his letter.

Having had 30 years' ex-

John Burgess' Log



perience of fighting fires underground, I was more than a little perturbed to read in *Fishing News*, March 24, that one of your correspondents wanted to insulate his boat thermally as well as acoustically with polyurethane foam and glassfibre.

Unfortunately, insulation is one of the most misunderstood subjects. When we put insulation on the inside of a ship, or a mining tunnel, or even a house, and that is where most insulation is put, we are not insulating the ship or the mine tunnel or the house — we are insulating the contents and/or the inhabitants. We could only insulate the ship or the house if we could place the insulation externally — and this is not always possible.

In layman's language, we insulate to capture BTU's (British Thermal Units) and prevent them from escaping. This is a all very well, providing these BTU's are supplied from a device that is controllable. But should even a small fire start in a boat (such as a pound of greasy waste igniting) because of the very high performance of insulating materials such as polyurethane foam, the BTU's will increase at a very rapid rate and, as the spread of flame is always related to the temperature at the source, the spread of flame will be devastating.

How many times have we read in our newspapers of a witness saying "At one moment there was a very small fire, and the next moment the entire building was engulfed in flames".

This is caused by a sudden rise in temperature because the building was insulated internally. The very high temperature that was reached because of the insulating materials caused combustible fumes to rise from other materials in the building, and when the ratio of these combustible fumes is right, the spread of flames is akin to an explosion.

I have tested polyurethane foam which achieved a class 1 spread of flame and, indeed if a single board is tested, it is not difficult to get a class 1 spread of flame.

However if a box, tunnel or ship (which is nothing but a tunnel upside down) is made with the same material, given the same or a less source of ignition, the insulating properties of the box will increase the temperatures. And this will be to such an extent that refractory materials can withstand the spread of flame and the high temperatures that go with it.

In 1966 I coated 18 lineal yards of tunnel with 1 in. of polyurethane foam. I then fireproofed the surface of the polyurethane foam with sodium silicate and with asbestos cement to prevent the foam from igniting.

I then lit a fire in the centre of this area of tunnel and in

four minutes the temperature had reacted 760°C. And this temperature continued to rise for a further 25 minutes reaching a maximum of 1,180°C. We had extremely high concentrations of hydrogen of cyanide.

It was also interesting to note that the dense black smoke and floating carbon particles would have made it impossible to rescue anyone on the other side of such a fire, if there had been any way of getting round the heat.

These facts were reported to me to the Board of Trade which was, I believe, at that time insulating container ships with polyurethane foam.

I am in no way condemning polyurethane or any other material as an insulating

Don't pay too soon!

FROM time to time I receive letters from readers who have forwarded cheques in advance for nets, lines, smokes or whatever advertised in *Fishing News*.

In most cases they have not received the goods, or have not received replies to subsequent written inquiries about delivery. Often they have not been able to contact the advertiser by telephone.

In every case they have wanted to know whether I could do anything to assist them in their predicament.

There is nothing I can do to help those who have already risked their money. It might help to prevent recurrence of such cases though, if I draw attention here to the advertiser's 'tor's' regularly printed on the back page of this journal.

It states: "WHEN ORDERING GOODS ADVERTISED IN OUR CLASSIFIED COLUMNS WE ASK OUR READERS NOT TO SEND MONEY IN ADVANCE BUT TO PAY CASH ON DELIVERY."

material. As far as I know polyurethane is one of the best insulants available on the market today and used correctly could be of great benefit to mankind.

I personally do not think that the combustibility of polyurethane itself is of great importance, as its fuel content in any fire would be low. However, a well insulated engine room must generate an awful lot of heat and excess of heat must always generate a fire situation, which in turn will elevate the temperatures still further. If the heat does not get you the toxicity produced from any organic foam, or indeed glassfibre and resin, will.

These situations are bad enough on land and nowadays, unfortunately, invariably finish up as fatal accidents. At sea this results could be catastrophic.

Stepping up to 41-footer

VERSATILITY'S range of GRP hulls is to be expanded with the addition of a 41-footer.

Mike Haynes told *Fishing News* that work on the hull will get underway very soon and the main dimensions will be: beam, 16 ft. 6 in. and draft, 8 ft.

Design work will be by Mike Haynes who has been responsible for the whole Versatility range. Hull prices will be "competitive" and the first is due in September.

The announcement means that fishermen wanting a GRP boat just slotting in under the DOT's 12m. safety survey limit now have a choice of hulls.

AMERICAN-STYLE HULLS FROM SUSSEX FIRM

A SUSSEX-BASED hull moulding and fitting out firm has taken a hard look at British GRP fishing boat building methods and come up with a minor revolution.

It is now offering GRP hulls which have built-in insulation and stiffening, but no frames.

Versatility Workboats of Rye is planning to adopt the same system as used by the giant American Desco boatyard which supplies hulls with a built-in high-density core. And it plans to step-up hull production by 300 per cent in the next two years with both solid and core glass-fibre hulls.

Desco has produced over 200 large GRP boats with wooden cores which stiffen and insulate the hulls while, at the same time, leaving the

finish of the interior smooth. Versatility says there will be an estimated 12 per cent space saving in the core version of the Versatility 35-

footer over a similar boat with conventional GRP frames. Mike Haynes — boss of the firm which was one of the first UK companies to build

GRP fishing boats — believes present-day practices of moulding-in frames not only wastes space but can even be counter productive.

GRP hulls rely on a certain amount of flexing to avoid damage when they are in minor collisions. Having stiff frames at close intervals takes away a hull's ability to flex.

He prefers to see hulls built of a heavy mat lay-up and fewer frames. This, he says, gives hulls more resistance to being holed.

"The combination of GRP and a high-density core results in a minimum hull shell thickness where the core material is used (which is approximately over two-thirds of the total surface area) of 1/2 in. in a Versatility 35 and 1 in. in a Versatility 36.

"The successful use of this method of construction is proven beyond any shadow of a doubt by the Desco Marine Co. of St Augustine, Florida, USA", said Mike Haynes.

Versatility is experimenting with two types of core. Balsa is the usual wood used but, as light weight is not a pressing consideration with inshore boats, a German-made high-density plastic is being tested.

Hulls would be solid in the keel out to the area of the engine beds and, also, at the stem and skeg. The first hull with a core will be a Versatility 30 for workboat use.

Already the firm has used the core system for the superstructure of workboats and one fishing boat. One main advantage of space saving is in the engine and fish rooms, as the deck no longer needs a large number of protruding heavy beams.

A typical hull lay-up would be to apply five layers of mat, then the core which direct bonds, plus a further four layers of mat.

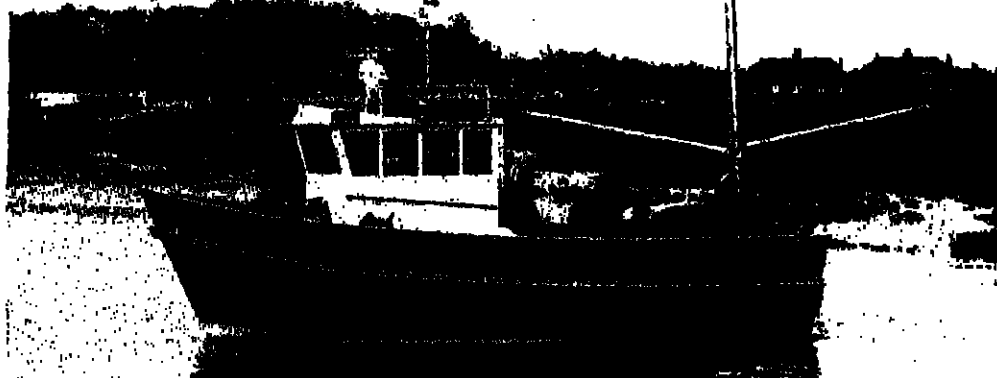
Being one of the first in the field, Versatility built a GRP 25-footer (PZ 161) powered by a Petter 22 hp diesel in 1969 — the firm has produced a large number of hulls.

The original 25 ft. Mk. I hull is still popular after over 100 have been moulded; and the Mk. II version is now up to about 20. Well over 100 of the 30-footers have been produced and the newest hull, the 35, is getting into its stride with eight turned out so far (four for fishing).

Hulls have been exported to Finland, France, Southern Ireland, Belgium, Holland, Cyprus, Barbados, plus the Seychelles and Channel Isles.

The firm was hard-hit by a fire in December 1976 and almost one year's production was lost while a new and purpose-built factory was erected. This double-glazed and insulated building is kept at a constant temperature seven days a week, according to Mike Haynes.

He has decided to step-up hull production by cutting down on the number of boats the firm fits out. The yard will now complete only one specialist boat at a time and all other hulls will be finished by outside yards.



JUST starting operations from Helston, near Falmouth, Cornwall, is the Versatility 35 Thomas William (above).

The commercial fishing and wreck boat is owned by Patrick Strike who specified a Caterpillar V-8 diesel, type 3208, for the boat. This 160 bhp engine drives through a 3:1 reduction gearbox. Her deck gear includes a Drum Engineering net hauler.

She made her delivery trip — through Westerlies of Force 8, 7 and 6 — over Easter.

Rank to fit out range

RANK Marine International is to fit out the range of GRP fishing boat hulls produced by Versatility Workboats of Rye, Sussex.

The firm decided last Friday to form a liaison with Versatility and now Rank will have first option to fit out complete boats ordered from the Rye firm.

Rank, the company which operates two yacht marinas, came back into boatbuilding about two years ago. It now employs around 70 workers on building and has already fitted out one GRP fishing vessel — a Cygnus GM32.

The firm can complete craft to White Fish Authority, Lloyds and Department of Trade requirements at Port Hamble, near Southampton, and has a new fitting out shed under construction to double production capacity.

Rank fits out pleasure and work boats and, also, undertakes boat repair and maintenance work.

Versatility is supplying a hull to Rank Marine International for fitting out as a demonstrator to display jointly at the Southampton Boat Show in September.

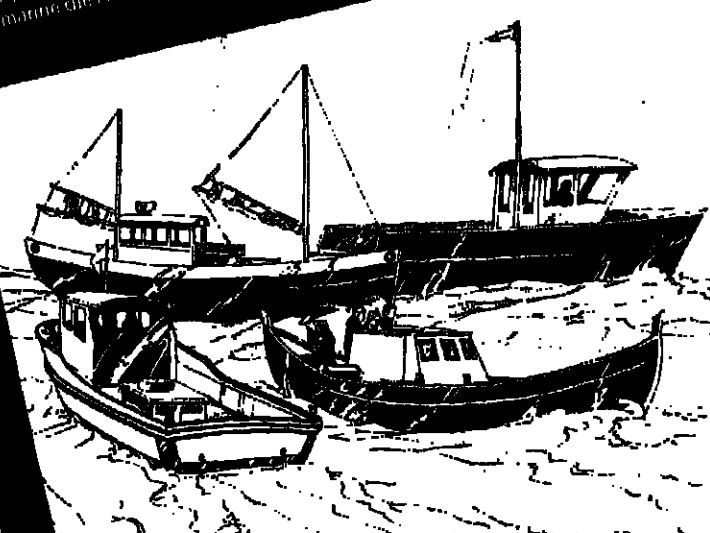
The boat will be a 35-footer fitted with GRP deck, and wheelhouse. Displacement will be 16 tonnes.

Profile of the Versatility 35 ft. hull Rank will fit out.



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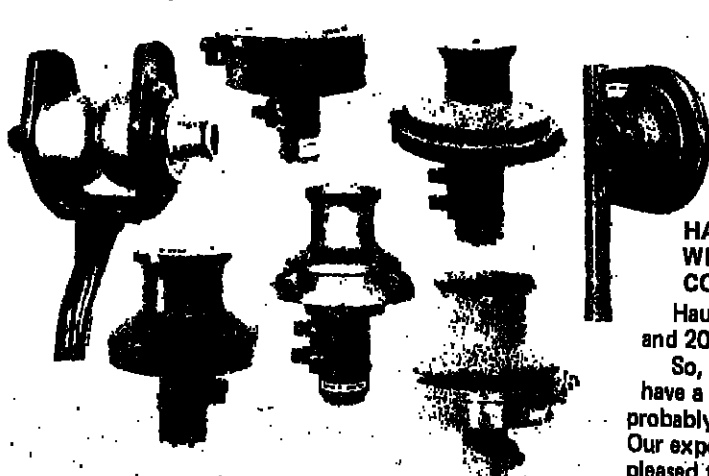


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Adrienne — the 35-footer from the Malahide Shipyard — can adjust her propeller for towing or free-running.

Fuel-saving prop in Irish pair trawler

GERRY MOORE, skipper-owner of the new Irish 35-footer Adrienne, claims he has saved around 40 per cent in fuel costs during the first week of operating the wooden boat because she is fitted with a two-pitch propeller.

The Howth-based trawler, which will go pair-fishing, was designed and built by the Malahide Shipyard. She is the first Irish trawler to be equipped with the H29 hydraulic two-pitch propeller system from Newage Engineers of Shaw, Lancashire.

It is controlled from a switch panel in the wheelhouse, and the two pre-set blade pitches are matched to the boat.

For economic free running to the grounds, the three-bladed propeller is set to coarse pitch; for trawling, swing, heavy weather sailing and fish search, the blades are put in fine pitch.

At the end of his first week's fishing as a single boat, Skipper Moore reported operating for 71 hours — in-



cluding 65 hours under trawling conditions towing a No. 402 3-bridge net — for a total fuel consumption of between 580 and 600 gallons. This is some 40 per cent less than the 1,000-gallon fuel usage reckoned for a similar boat with fixed propeller operating under the same conditions according to Newage.

Skipper Moore said his vessel's engine easily achieved full continuous rpm while free running and trawling.

Adrienne is powered by a Kelvin TASC8 main engine developing 415 bhp at 1,200 rpm. It drives through a Reintjes WAV400 reverse-reduction gearbox with 4:1 reduction ratio.

The gearbox, factory modified by Reintjes, was supplied with the Newage two-pitch system which consisted of an actuator, hollow tailshaft for the blade adjustment rod and 64-inch diameter propeller.

In the event of hydraulic failure, the propeller blades automatically return to the coarse pitch position so the boat will not be left powerless.

Adrienne is of larch planking on oak framing, with steel deck stringers, deck beams and steel watertight bulkheads. She has an overall length of 35 ft. and waterline length of 30 ft. Displacing 131 tons, she has a hp length of 56 ft. 9 in., overall breadth 22 ft. 6 in., depth moulded of 11 ft. 1 in. and draft of 10 ft. 6 in. The wheelhouse and wheelhouse are made of aluminium, while all masts

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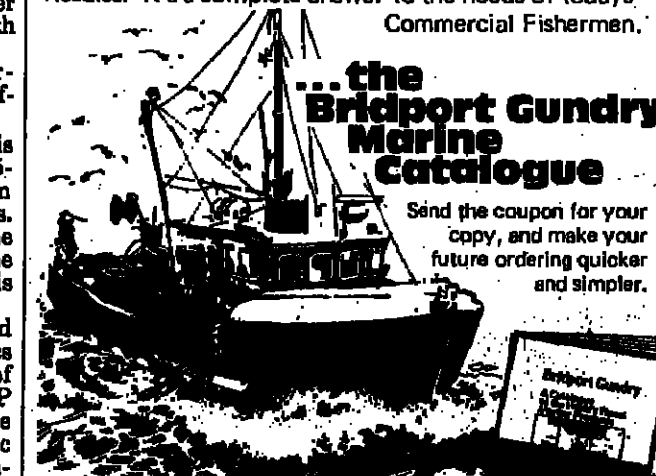
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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant Water

£35,666: Northern Gift BUT, (Sk. W. Harris), 1,100 kits, NC, 23 days.
£28,830: Ross Comanche Boston, (Sk. A. Hollington), 1,078 kits, WS, 23 days.
£27,137: Belgium Boston, (Sk. F. W. Gray), 914 kits, WS, 24 days.

Middle Water

£23,448: Ross Kashmir BUT, (Sk. J. Meadows), 1,076 kits, W, 16 days.
£19,547: Ross Kipling BUT, (Sk. J. Roberts), 788 kits, W, 17 days.
£17,001: Ross Jaguar BUT, (Sk. D. Speck), 666 kits, W, 16 days.

North Sea

£13,774: Loveden, Lindsey, (Sk. G. Ireland), 398 kits, NS, 14 days.
£10,870: Lofoten, Lindsey, (Sk. A. Hatton), 328 kits, NS, 13 days.
£9,353: Tom Grant Lindsey, (Sk. R. Sinclair), 294 kits, NS, 13 days.
£4,248: Lucerne, Lindsey, (Sk. S. Davidson), 132 kits, NS, 8 days.

Salmon

£10,400: Kronborg Consol, (Sk. H. Dam), 396 kits, NS, 18 days.
£8,382: Fredericksburg Sleight, (Sk. G. Mussel), 293 kits, NS, 17 days.
£5,117: Christiansburg Consol, (Sk. E. Dam), 310 kits, NS, 11 days.
£7,140: Linda Lee Hamling, (Sk. C. Olesen), 213 kits, NS, 19 days.
£7,072: Guldberg Consol, (Sk. H. Kristensen), 261 kits, NS, 14 days.

Pair Teams

£21,801: Margrethe Bojen (Sk. Jens Bojen), 746 kits, and £18,605.
Frances Bojen (Sk. J. Richardson), 625 kits, both John R., NS, 11 days.

£13,361: Green Valley (Sk. R. Younger), 380 kits, and £9,767: Geiser (Sk. M. Clark), 290 kits, both Danbrit, NS, 17 days.
£11,688: Beverley (Sk. J. Stringer), 254 kits, and £11,270: Paul Antony, (Sk. F. Josephsen), 329 kits, both Hamling, NS, 15 days.
£10,211: Leanda (Sk. B. Nejrup), 339 kits, and £5,816: Taarnborg (Sk. J. Hill), 196 kits, both Danbrit, NS, 10 days.

FLEETWOOD

Hemewater

£35,880: Mont Cenis (French), 1,795 kits.
£22,310: Korrig (French), 1,131 kits.
£20,129: Luneda Marr, (Sk. G. Wignall), 1,110 kits, 15 days.
£18,800: Keron (French), 739 kits.
£14,716: Boston Stirling Boston, (Sk. W. Bridge), 594 kits, 14 days.
£11,733: Royalist Hewett, (Sk. A. Bedford), 346 kits, 15 days.
£11,068: Boston Explorer Boston, (Sk. W. Anderson), 552 kits, 14 days.
£8,547: Rosamonda Ward (Sk. K. Beavers), 292 kits, 15 days.
£8,354: London Town Hewett, (Sk. J. Wignall), 1,110 kits, 15 days.

ABERDEEN

£26,537: Clarkwood John Wood, (Sk. S. Thompson), 837 kits, 18 days.
£18,187: Ben Gairm Irvin, (Sk. P. Beattie), 533 kits, 15 days.
£18,145: Collena Marr, (Sk. F. Webster), 512 kits, 17 days.
£24,605: Pindarus BUT, (Sk. J. Glasgow), 874 kits, S, 12 days.
£19,075: Velta Marr, (Sk. J. McKay), 828 kits, S, 12 days.
£18,260: Ben Brackie Irvin, (Sk. A. Campbell), 67 kits, S, 11 days.

LOWESTOFT

£15,172: St. Philip, East Coast, (Sk. T. Martin), 514 kits, NS, 13 days.
£13,785: Ripley Queen, Talisman, (Sk. J. Deacon), 471 kits, NS, 13 days.
£12,982: Bolby Queen, Talisman, (Sk. A. Gill), 412 kits, NS, 12 days.
£12,429: St. Rose, East Coast, (Sk. J. Jones), 396 kits, NS, 12 days.
£11,368: Suffolk Venturer, Hobson, (Sk. R. Fiske), 392 kits, NS, 13 days.

NORTH SHIELDS

£12,360: Ben Glas, Irvin (Sk. R. Shearer), 35,188 kg, NS, 11 days.
£10,321: Ben Meide, Irvin (Sk. A. Coe), 25,636 kg, NS, 10 days.

Under 80 ft.

£6,832: Persevere, Caley (Sk. P. Johnston), 14,021 kg, NS, 4 days.
£6,034: Lindisfarne, Irvin (Sk. J. Bailey), 13,859 kg, NS, 3 days.
£5,998: Congener, Irvin (Sk. A. Morse), 12,230 kg, NS, 5 days.
£5,338: Lothian Rose, Irvin (Sk. P. Johnson), 12,936 kg, NS, 3 days.

Pair teams

£6,491: Nova Spero (Sk. D. Fairnie), 14,533 kg, and £5,755: Stardust (Sk. W. Fairnie), 12,454 kg, both Caley, NS, 3 days.

MILFORD HAVEN

£6,308: Picton Sea Eagle Norrard, (Sk. R. Foster), 235 kits, 13 days.
£5,912: Norrard Star Norrard, (Sk. J. Rogers), 253 kits, 13 days.

GRANTON

£13,305: Arctic Invader Liston, (Sk. J. Robb), 871 cwt, WC, 11 days.
KEY: B1 Bear Island; B2 Barents Sea; DV distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerland; WC West Coast; WS White Sea; Sk Skipper; k kit; o cwt; kg kilo.

£2,40/£2.80; sothes, £1.00/£2.30; lemon soles, £7; lemon soles, medium, £8; reds, £2/£2.30; per stone.

HULL

1,950 kits from one French vessel. Price ranges per 10 at kit, heads on: shelf cod, £39/£39.50 (average £39.33); coley, £19.45/£22.26 (£21); bergylle, £24.75/£27.50; blue ling, £18.05/£23.50 (£21.28). No distant water shelf codling, bulk cod, codling, shelf and bulk haddock, plaice or halibut.

FLEETWOOD

Prices: English shelf cod, £29/£44; plaice, £24/£28; haddock, £14/£16; mackerel, £22/£24; ling, £25/£26; hake, £73/£200; coley, £17/£25; dogfish, £10; roker, £25/£47; whiting, £10/£30; turbot, £150; per 10 at kit; lemon sole, £30/£40; brill, £40; per stone.

LOWESTOFT

2,871 kits from nine boats. Prices: large cod, £28/£48; large plaice, £30/£34; medium, £31/£33; small, £27/£30; codling, £20/£24; large haddock, £45/£48; small, £20/£24; large turbot, £150/£160; small, £90/£100; soles, £160; slaps, £150/£160; brill, £45; dabs, £18/£28; monkfish, £80/£70; dogfish, £11; catfish, £20/£22; whiting, £16/£20; per 10 at kit.

NORTH SHIELDS

Prices: cod, £32.75/£34.24; medium cod, £30/£30.75; selected small codling, £21.50/£22.25; small codling, £17.50/£19.50; haddock, £28; medium haddock, £24.50/£26.50; small haddock, £20/£22.75; selected whiting, £17.50/£18.50; round whiting, £14; plaice medium, £20/£21; plaice small, £15/£16; lemon sole large, £32; lemon sole medium, £30; lemon sole small, £23; dogfish large, £13.75/£15.75; dogfish small, £8/£9.75; per 40 kilo unit.

MILFORD HAVEN

305 kits from three boats. Prices: large cod, £24; medium, £25/£27.

GRANTON

£13,305: Arctic Invader Liston, (Sk. J. Robb), 871 cwt, WC, 11 days.
KEY: B1 Bear Island; B2 Barents Sea; DV distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerland; WC West Coast; WS White Sea; Sk Skipper; k kit; o cwt; kg kilo.

codling, £29; large plaice, £26; medium, £33; small, £22/£24; turbot, £140/£150; whiting, £11/£13; sole, £137/£139; hake, £240/£245; blue ling, £130; tongue, £28/£26; bull, £25; large ray, £41; medium ray, £22; small ray, £22/£25; dogfish, £10/£18; per 8 at kit.

MALLAIG

Prices: cod, £23.50/£44; haddock, £23.30/£33.30; whiting, £1.97/£2.53; monkfish, £2.71/£3.45; coley, £1.97/£2.71; hake, £2.40/£3.05; lemon sole, £2.50/£2.80; flatfish, £1.50/£1.95; roker, £1.87/£3.23; dogfish, 90p/£1.28; prawn tails, £13.20/£35; conger, £1.44/£2.30; ling, £2.33/£2.80; lythe, £2.63/£2.97; per stone.

BUCKIE

47 boxes from four boats. Prices: cod, £30/£30.50; mixed haddock, £25/£33; round whiting, £21; lemon sole, £30/£30.75; plaice, £25/£26; large prawn tails, £26; small, £13; coley, £2; catfish, £1.50; skate £1.60/£2; per stone.

WEDNESDAY, MAY 3

ABERDEEN

303 tonnes from 11 North Sea boats. Prices: mackerel, 80/100; large codling, £28/£34; medium, £26/£32; ling, £14/£16; sole, £12.50/£13.50; large haddock, £32/£37.50; medium, £28/£32; small, £14/£18.50; whiting, £14.40/£24; lemon sole, £21/£26; plaice, £24/£24; hake, £28/£28; per cwt; halibut, £8/£12.80; per stone.

PETERHEAD

3,437 boxes from nine boats. Prices: cod/codling, £30/£34; whiting gutted, £31/£33; round, £2.80/£3; catfish, £2.20/£2.40; monkfish, £2.70/£3.90; catfish, £2/£2.50; ling, £2.10/£2.40; dogfish, £1/£1.30; turbot, £10/£12; lemon sole, £4.40/£6.30; plaice, £2.20/£3.70; per stone.

ARBROATH

Prices: haddock, £27/£24; whiting, £18.50/£19; per box.

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Grimsby loses freezers

GRIMSBY is to lose its freezer trawler fleet in a move which will cost 285 jobs on Humber-side.

Following a £1m. loss by parent company Associated Fisheries in the first quarter of this year, British United Trawlers has announced a rationalisation plan which will see its six-strong freezer fleet move across the Humber to Hull.

This blow to Grimsby will mean the loss of 190 shore jobs and the company plans to make 75 shore workers at Hull redundant.

The loss of fishing opportunities by freezer trawlers off Iceland and in the north-east Atlantic is blamed for the

massive staff cut-back. Reacting to the announcement, the Government has promised to give all the help it can to those who are threatened with job losses.

Minister of Fisheries, John Silkin, took the opportunity to re-affirm that the Government would stand "steadfast in its resolve to secure a fair deal for the British fishing industry in negotiations with its EEC partners."

At Grimsby, Coun. Cheaney Allen described the loss of 190 shore-based jobs as "diabolical."

On the transfer of the vessels, the town clerk, Frederick Ward, said: "We have always envisaged that freezer operations would probably be concentrated

at Hull, at least for the time being, whereas Grimsby's future lies in its development as the main wet fish port in the United Kingdom."

On the docks, too, the switch of the freezers was in no way seen as a threat to Grimsby's dominance as the main Humber fishing port. Trawler owners appeared to regard the move as a last-ditch effort by Hull to justify its existence.

One company spokesman told *Fishing News*: "One thing is for sure, it will kill off Hull completely as a wet fish port."

There was a boost for Grimsby when it was understood that the Boyd Line intends to land some of its wet fish boats at the port.

Purser skipper in limit

AYRESHIRE skipper, Thomas Gilbert Andrew, has been fined £750 and ordered to pay £250 costs for fishing with a purse seine off St Antony's Head, Falmouth.

This is contrary to a by-law of the Cornwall Sea Fisheries Committee.

Magistrates sitting at Truro, Cornwall, on Tuesday were asked to decide at what stage in a purse seine operation the fishing stopped.

Skipper Andrew, partner of the Ballantyne-registered *Pathfinder*, pleaded "Not Guilty."

He claimed that once the bottom of the seine net had been shot, the boat had ceased to fish, although her catch was still in the water.

Michael Brabin, for the Fisheries Committee, argued that the process of fishing did not stop until the net was brought aboard.

He said the committee prohibited the use of such nets in an area extending three miles from the coast.

The skipper had closed his net and was drawing it in when he was boarded from a fisheries protection vessel. He admitted being 0.4 miles within the limits.

LETTERS SALMON

IN your April 28 edition a letter was published from a Michael Forsyth-Grant which makes the following statement:

"In the last two years, about two-thirds of the salmon marketed in Billingsgate has been illegally caught."

An authorised officer under the Salmon & Freshwater Fisheries Act 1976, and based principally in Billingsgate, I take considerable objection to this statement which implies gross negligence of duty on my part.

The data on which Mr. Forsyth-Grant makes this statement was not published and evidence is to wonder on I would challenge Mr. Forsyth-Grant either to produce the evidence or to withdraw the statement.

WATKIN, Fisheries Managers' Com.

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DAMAGES FOR WINCH MAN

AN IRISH fisherman whose left leg was amputated when it became caught in a wire warp while he was operating a trawler's winch has been awarded £56,348 plus costs in the High Court at Dublin.

He is Liam O'Reilly, of the accident in January (32) of Main Street, Dungleigh, County Donegal, 1976, was owner of the trawler.

Mr. O'Reilly claimed that his leg became entangled in a coil of wire, which tightened suddenly, amputating it above the knee.

The jury assessed total damages at £93,914, but found that Mr. O'Reilly was found to be 40 per cent at fault.

CAMPAIGN FOR JOB PAY-OUT

DAVE HAWLEY, district officer of the Merchant Navy and Airline Officers' Association on South Humber-side, is stepping up a campaign for redundancy payments.

He wants cash for trawlermen who have already lost their jobs due to the rundown of the trawler fleets.

Austin Mitchell, MP for Grimsby, has agreed to take up the issue once again with MAFF minister, John Silkin, while Michael Brother-

ton, whose Louth constituency borders on Grimsby, is making representations to the Department of Health and Social Security.

It is hoped such a scheme, based on length of service in the industry at all UK trawling centres, would be financed jointly by the Government and the EEC.

Mr. Hawley, who represents Grimsby's trawler officers, is especially concerned that fishermen already on the dole may well be left out of future EEC schemes.

No case for blue whiting aid

NO CONVINCING case for direct aid for blue whiting fishing has been made to the Government, according to Edward Bishop, Minister of State, Department of Agriculture and Fisheries.

He was replying in the Commons on Thursday last week to Michael Brotherton, Conservative MP for Louth, who said blue whiting could

make a great contribution to the British fishing industry both industrially and for human consumption.

Other EEC countries assisted their fishing industries in research into the use and catching of the fish. Twenty hours of British Steel money would be of great value to the British fishing industry.

Mr. Bishop agreed that the species was of major importance. In the years ahead it could help to offset the reduction in the UK of other species in shorter supply.

"No convincing case for direct aid has been made at present, but the Ministry and Government have, in various ways, given significant aid. We have given about £1 million in the last two years and another will be put in in the 1978 season."

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